

Travilah Road -- No. 500101

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 06, 2009
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,859	1,532	187	140	0	0	100	40	0	0	0
Land	3,905	4,118	-213	0	0	0	0	0	0	0	0
Site Improvements and Utilities	847	12	535	300	0	0	0	300	0	0	0
Construction	4,946	3,314	666	966	0	406	0	560	0	0	0
Other	12	12	0	0	0	0	0	0	0	0	0
Total	11,569	8,988	1,175	1,406	0	406	100	900	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	89	89	0	0	0	0	0	0	0	0	0
G.O. Bonds	3,908	1,347	1,155	1,406	0	406	100	900	0	0	0
Intergovernmental	20	0	20	0	0	0	0	0	0	0	0
PAYGO	7,552	7,552	0	0	0	0	0	0	0	0	0
Total	11,569	8,988	1,175	1,406	0	406	100	900	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				42	7	7	7	7	7	7
Net Impact				42	7	7	7	7	7	7

DESCRIPTION

This project provides for the design, land acquisition, and construction of the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The improvements will be constructed in two phases: Phase I: construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at a point 400 feet west of Nolan Drive; widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; 8-foot paved bikeway along the northern side from Darnestown Road to Dufief Mill Road; 4-foot grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; streetlighting along the southern side; landscaping along the northern side; and a right-turn lane into Piney Meetinghouse Road. Phase II improvements along the south side of the roadway include: 8-foot wide grass shoulder and drainage ditch from 400 feet west of Nolan Drive to Dufief Mill Road; relocation of utility poles; and landscaping.

CAPACITY

The 1997 and design year 2010 average daily traffic volumes are 7,400 and 11,000 vehicles, respectively.

JUSTIFICATION

Travilah Road between Nolan Drive and Dufief Mill Road is an open-section roadway that lacks shoulders and adequate roadside drainage; pavement width varies from 20 to 22 feet, leaving inconsistent roadway cross-sections and isolated segments of sidewalk. Thirty-seven reported traffic accidents occurred on this section of the road over a 3-year period, and localized roadway flooding occurs during rainstorms. The project will improve vehicular safety, roadside drainage efficiency, and provide bikeway and pedestrian connectivity.

OTHER

Preliminary design costs were funded from Facility Planning: Transportation project. Phase II will be constructed in stages as development occurs along the south side of the roadway. The County will participate with developers in the construction of Phase II improvements during the development of adjacent subdivisions.

FISCAL NOTE

Transfer \$407,000 from : \$240,000 Resurfacing Park Roads and Bridges Improvements (#500720), \$47,000 Inwood Ave. Bridge (#500404), \$23,000 Burning Tree Road Bridge (#500803), and \$97,000 Father Hurley Blvd. (#500516).

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY01</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY05</td><td>10,198</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>11,163</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>406</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>11,163</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>10,162</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,001</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate			Current Scope	FY05	10,198	Last FY's Cost Estimate		11,163	Appropriation Request	FY10	0	Supplemental Appropriation Request		0	Transfer		406	Cumulative Appropriation		11,163	Expenditures / Encumbrances		10,162	Unencumbered Balance		1,001	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission PEPCO Verizon Department of Permitting Services Washington Gas and Light Washington Suburban Sanitary Commission Department of Environmental Protection Maryland Department of the Environment U. S. Army Corps of Engineers Facility Planning: Transportation</p>	<p>See Map on Next Page</p>
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